

COUNTRY East Germany REPORT NO. [REDACTED]
TOPIC Neuruppin Airfield

EVALUATION [REDACTED] 25X1X PLACE OBTAINED [REDACTED] 25X1A

DATE OF CONTENT [REDACTED] 25X1A
DATE OBTAINED [REDACTED] PREPARED 5 October 1953

REFERENCES _____

PAGES 6 ENCLOSURES (NO. & TYPE) _____

REMARKS _____

SOURCE [REDACTED] 25X1X

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☐ 1. The following aircraft and air activity were observed at Neuruppin airfield between 14 August and 16 September 1953:

14 August. At night, swept-back jet fighters made individual local flights. All airfield lighting facilities were in operation. There were no clouds.

15 August. In the morning, MiG-15s Nos 2416, 2464 and 2478 practiced local flying and Po-2s made local and cross-country flights. There were no clouds. After 1:10 p.m., no air activity was observed.

16 August. There was no flying. The weather was 3/10 to 4/10 overcast and visibility good.

17 August. Between 11 a.m. and 4:30 p.m., MiG-15s Nos 1183 and 2240 and U-MiG-15 No 732 Y made local flights of about 15 minutes' duration. Throughout the day, Po-2s took off individually and in elements of two. Between 8:35 p.m. and about 3:30 a.m., swept-back jet fighters with their position lights burning made local flights of 8 to 11 minutes' duration. Two to 3 aircraft were observed aloft at a time. No landing lights or aircraft landing lights were in operation. The runway was dimly lighted.

18 August. Between 9:53 a.m. and 10:10 a.m., a MiG-15 made a test flight. The plane repeatedly extended and retracted its landing gear and several times flew with full throttle. Between 11 a.m. and 4:20 p.m., MiG-15s or U-MiG-15s made four local flights, while Po-2s practiced local flying throughout the day. There was a 3/10 to 4/10 overcast and visibility of 10 kilometers at day and favorable weather at night. Between 9:05 p.m. and 10 p.m., 2 swept-back jet fighters and 2 Po-2s made one local flight each.

19 August. Between 6:30 p.m. and 7:10 p.m., 4 MiG-15s or U-MiG-15s made one local flight each. After 8:30 p.m., individual swept-back jet fighters practiced local flying. Throughout the day the weather was 6/10 overcast with good visibility. Also at night the weather was fair.

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20 August. Between 5:30 p.m. and 5:49 p.m., MiG-15s Nos 1183, 2335, 2240, and 1613 practiced individual flying. Between 8:15 p.m. and 9:30 p.m., 4 swept-back jet fighters made local flights. Po-2s practiced local flying throughout the day.

21 August. At 8:30 a.m., 2 MiG-15s took off. One of the MiG-15s towed an air sleeve which was fastened to a releasing device fitted in the last third of the fuselage. The other MiG-15 approached the sleeve target twice from above but did not fire, because the sleeve target disappeared in the closed ceiling. The MiG-15s discontinued flying at 9:10 a.m. because weather conditions deteriorated. Between 6 a.m. and 10 a.m., Po-2s made local flights. Flying was interrupted because heavy rain set in. After the weather had improved, swept-back jet fighters made three individual local flights between 5:30 p.m. and 6 p.m.

11 September. Between 10 a.m. and 4:30 p.m., 4 or 5 formations of two aircraft each practiced diving. The planes took off in rapid succession toward the west and subsequently climbed to an altitude of 3,000 to 4,000 meters while flying a left turn and assembling in formation. Before diving the distance between the two planes increased so that the first plane pulled out of the dive when the second plane winged over. The planes dived at an angle of about 65 degrees in the area north of the point where the middle taxiway joined the runway. No ground target was observed. The planes pulled out rather abruptly at an altitude of 500 to 600 meters and pancaked only slightly. Each formation practiced four dives. The weather was favorable. After 9 p.m., MiG-15s or U-MiG-15s took off individually, flew a left turn, approached the field from the south and flew toward the north to northwest. The planes had set position lights. When a plane was just south of the airfield, it was caught in the beams of three searchlights in which it flew for some time. One of the searchlights was posted west of the Panzer Kaserne, another west of Gildenhall, southwest of Altruppin, and the third near the Wuthenow settlement.

12 September. Between 9:30 a.m. and 11:30 a.m., MiG-15s or U-MiG-15s practiced diving as on the preceding day. There was a strong westerly wind and heavy rain.

13 September. No air activity was observed. There was a strong westerly wind.

14 September. About 9 a.m., 3 Yak-11s took off and disappeared in extended flight formation at an altitude of 800 to 1,000 meters toward southwest. Shortly afterwards, a fourth Yak-11 took off and headed in the same direction. About noon, the planes returned in a formation of four. Between 12:45 p.m., and about 5 p.m., swept-back jet fighters practiced diving. Between 8:30 p.m. and 9:15 p.m., two or three local flights were made. At 12:30 p.m., 28 MiG-15s or U-MiG-15s, 3 Yak-11s, 3 Po-2s, and 2 Li-2s were counted at the field.

15 September. During daytime, again diving was practiced. The weather was favorable. Between 2:06 p.m. and 2:08 p.m., 8 MiG-15s took off in elements of two and flew toward the east climbing at a high altitude. The MiGs assembled in formations of four planes, then formed one formation, disappeared out of sight, returned from the southeast and circled the field before landing at about 3:02 p.m. After 8:30 p.m., there was night flying by swept-back jet fighters with searchlights being in operation.

16 September. At 8:10 a.m., 8 MiG-15s or U-MiG-15s made a formation flight.¹

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2. The AA guns of an estimated caliber of 76.2 mm, which had been observed since 28 July 1953 southeast of the flight control station were still there on 16 September.²
3. A wooden temporary building had been erected southwest of Klappgraben, south of the western end of the runway, outside the fence between 20 August and 15 September. On the latter day, logs were unloaded from a truck at the building.

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5. The following air activity and aircraft were observed at the field between 21 August and 9 September:

21 August. After 8:15 p.m., night flying was practiced by swept-back jet fighters, one of which was towing an air sleeve which was fired at by two other aircraft.

24 August. In the morning, two elements of two MiG-15s took off and flew at high altitudes. The weather was slightly cloudy. Planes with set position lights practiced individual flying at night.

25 August. In the morning, swept-back jet fighters approached another plane of the same type which did not tow an air sleeve. Between 8 p.m. and 10 p.m., 2 Po-2s practiced night flying. The weather was 2/10 overcast.

26 August. High altitude flights were observed. There was a 1/10 overcast. After 8:30 p.m., there was night flying. Swept-back jet fighters took off and landed in elements of two.

27 August. Flying by formations of up to 8 MiG-15s or U-MiG-15s was observed. There was night flying after 8 p.m. which apparently was discontinued at 8:30 p.m. because a heavy thunderstorm was approaching.

28 August. In the morning, swept-back jet fighters made formation flights. There was a 2/10 overcast. After 8:15 p.m., individual night flying was observed.

31 August. During daytime, no flying was observed. The weather was fair. Between 9 p.m. and 10 p.m., firing at an air sleeve was practiced. Tracer ammunition was not used.

1 September. Between 8:30 p.m. and 10 p.m., a Li-2/set position lights and lighted cabin flew wide circles over the field.

2 September. Approach flights were practiced, with planes taking off and landing in elements of two. Weather was favorable.

3 September. There was night flying after 8:30 p.m. One of the swept-back jet fighters involved in flying was caught in the beams of three searchlights at an altitude of about 3,000 meters.

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6 September. No flying was observed. Twenty-six MiG-15s, including the alert flight of 4 MiG-15s parked at the eastern end of the runway, and 4 Po-2s were counted at the field.

9 September. At 8 p.m., 2 swept-back jet fighters took off in formation. The return of the planes was not observed.¹

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6. The following air activity was observed at the field between 24 August and 11 September 1953:

24 August. Between 7 p.m. and about midnight, swept-back jet fighters practiced local flying.

25 August. There was flying throughout the day. At night, 2 Po-2s made local flights.

26 August. At day and night, swept-back jet fighters were seen aloft.

27 August. MiG-15s or U-MiG-15s practiced diving from an altitude of 2,000 to 3,000 meters. Swept-back jet fighters practiced flying at night.

28 August. Aircraft marked by red Nos 1218, 1261, 2461, 2464, 2478, and 929 X practiced formation flying and diving.

31 August. Night flying was conducted by swept-back jet fighters.

1 September. In the morning, elements of two planes were observed flying. Diving was also practiced.

2 September. From 7 a.m. to the afternoon, MiG-15s, including Nos 1213 and 2484, practiced approach flights without firing.

3 September. During daytime, MiG-15s, including Nos 1223, 2459 and 2477, again practiced approaching an air sleeve but did not fire. At night, swept-back jet fighters made individual flights.

4 September. Individual flying and diving was practiced. One of the planes was marked by No 2446.

5 September. Between 9 a.m. and 1 p.m., flying was practiced as on the preceding day.

6 and 7 September. No flying was observed.

8 September. Diving was practiced by planes including Nos 1203 and 1315.

9 to 11 September. During daytime, individual flying and diving was observed.³

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8. Between 31 August and 12 September 1953, the following air activity was observed at the field:

31 August. During daytime, no flying was observed. At night, MiG-15s were flying at very high altitudes.

5 September. In the morning, a few MiG-15s or U-MiG-15s practiced individual flying.

10 September. About 10 a.m., single-engine monoplanes made individual flights.

11 September. There was air activity by swept-back jet fighters throughout the day, including approach flights over the field by planes fitted with auxiliary fuel tanks, in the afternoon.

12 September. At 11 a.m., one MiG-15 took off. There were intermittent showers.

9. Near the radio installation with one mast located at "Holzhof", a temporary building was erected in which the radio truck was parked. "Holzhof" was surrounded by a barbed-wire fence. A temporary quartering building and a shed for the storage of equipment were erected in the area. Two antennas extended from the top of the mast to two trees. A red obstacle light was fitted on the highest tree.⁴

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10. On 4 September, source observed in Nietwerder that current for the radio installation was supplied through a line from the "Posterei" to the first garage, behind which a new 15-meter-high mast was seen. The second garage on top of which a high mast had been observed was removed. A short distance from the garage were the quarters near which a new mast, about 10 meters high, had been erected. In the extension of the electric line, behind the new quartering building, the old quartering building was located. The new masts were not connected with antennas.⁵

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1. ☐ Comment. According to previous information, a fighter regiment is stationed at Neuruppin airfield. Training activity observed continued to be intensive. The other fighter regiments of the Twenty-Fourth Air Army probably also conduct training at an intensive rate, but possibilities of observation at other airfields are not as favorable as at Neuruppin. During the last weeks, the number of MiG-15s or U-MiG-15s available at the field increased by about 4.

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2. ☐ Comment. On 26 May 1953, a light AAA battery equipped with 6 guns arrived at Neuruppin airfield. The present location of this battery is not known. So far, only light AA guns have generally been observed at airfields occupied by fighter units.

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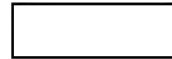
3. ☐ Comment. [Redacted]

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
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
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4.  Comment. An inner low frequency approach beacon is here referred to. The "Holzhof" installation is located in the extension of the runway to the east, on the western bank of Ruppiner See (lake).

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5.  Comment. The radio installation mentioned is the outer low frequency approach beacon. The second antenna mast is possibly a Homer-type landing beacon.

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